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Finally, Neumann gives the result of an inquiry regarding the status of a large number of shipbuilding engineers, university (*Hochschule*) graduates. He finds that the yearly demand for such men, in private and government yards, is 30; the supply from the universities is 60. The result is that half of these engineers must accept work and wages that bring them in no adequate return on the time and money spent on their education. Graduates of the secondary technical schools advance nearly as fast and occupy as many of the leading positions. The average engineer with a university degree begins at the age of 25¼ years to earn 100 marks per month (\$23.80). Of all such men of all ages employed in 1908 only 3 per cent were receiving more than 3600 marks per year (\$850). Every investigation into German salaries seems to disclose the same distressing existence of an "intellectual proletariat".

A good companion for Neuman's book is Dr. Foerster: *Die Technik der Weltschiffahrt* (Berlin. 1909. Pp. 167). Foerster deals more with the technical problems involved than with the economic, his book is well illustrated and free of too much technical jabber, and he has, like Neumann, the happy faculty of being thorough and yet comprehensible and helpful to the general reader.

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Transportation and Communication

Government Ownership of Railways. By ANTHONY VAN WAGENEN. (New York: G. P. Putnam's Sons. 1910. Pp. v, 256. \$1.25.)

American Railway Problems in the Light of European Experience, or Government Regulation vs. Government Operation of Railways. By CARL S. VROOMAN. (London: Henry Frowde. 1910. Pp. viii, 376. \$2.)

Mr. Van Wagenen's plea for the nationalization of the railways of the United States is conspicuous neither for insight nor knowledge of the facts. Vehemence and extremeness of assertion are its distinguishing characteristics. Railway influence is made responsible for everything that is vicious in public life. The part played by the railways in reducing cost of production is of no moment, for every economy simply leads to further ex-

travagance in living. There is no system whatever in the present railway, outside the necessary uniformity of gauge and coupling facilities—"a glance at any freight train will make this point plain." "Government railways are universally profitable." "The per ton (!) rate of freight charge in Europe is slightly above that of this country"—it must be at least fifty per cent greater. To lend emphasis to the many errors of fact and judgment, the canons of good English are frequently violated. The book can make no possible appeal to the informed student.

A more serious attempt to discuss the results of governmental railway management is found in Mr. Vrooman's book: according to its very respectable publishers, it is to be regarded as an important contribution. Mr. Vrooman has certainly written in an entertaining sort of way, and, because of this, we can almost forgive his occasional lapses into rhetorical declamation. His argument, however, though based upon careful investigation, carries with it too much of an expression of the defence of a thesis, and, unfortunately for the thesis, the defence is far from being as strong as one might have anticipated from consideration of the writer's opportunities. Frequently, the presentation of the facts is lacking in adequacy, and his interpretation of their meaning, in penetration. Excessive space is given to the repetition of familiar information and arguments, while really critical analysis is neglected. Thus, no attempt is made to set forth the present state of efficiency of the French railway companies, nor the real significance of the purchase of the Western Railway, and the author's exposition of the financial record of the State system is altogether incomplete. The technical efficiency of the Prussian state railways is deemed to be established by two pages of extracts, mainly from articles by two young American students who would hardly be considered expert witnesses. Similarly, with the Italian state railways, two and a half pages of extracts from Consul Dunning's report of 1907 is all that is adduced in the shape of evidence.

The same defects mark Mr. Vrooman's treatment of European rates. His discussion of Prussian freight rates is absolutely unenlightening. Most of the heavy and bulky freight materials, are carried by water in Prussia, while in America they are generally carried by rail. If the *Statistische Jahrbuch* had been consulted, it would have been obvious that the great bulk of Prussian rail-tonnage consists of such commodities, and our author could

readily have discovered that but one ton of freight is carried by waterway to six tons by railway (the ton-mileage figures, however, are somewhat more favorable to the waterways). A reference to the report of the Commissioner of Corporations upon *Transportation by Water* would have convinced him that the internal waterways of this country do not carry a very materially less proportion of freight. The increase of the average ton-mile rate by the inclusion of *express-gut* is made much of, though such traffic accounts for not more than one two-hundredth part of the total revenue ton-mileage. The ton-mile averages of the French State system are quoted as evidences of the efficiency of government operation, but nowhere are we told that the State system has failed to earn two per cent upon capital investment during the past decade, nor, again, that the average ton-mile receipt has been almost stationary on that system for the last twenty years, whereas, in the case of the private companies, it has fallen twenty-five per cent. Belgian state railway management is reviewed without a reference to the damning evidence arrayed against it by M. Marcel Reschaud in the pages of the *Revue Politique et Parlementaire* (1906).

In the chapter on safety in railway travel, Mr. Vrooman gives a table of railway accidents in the United States, covering the years 1895, 1904, and 1905, upon which he bases an opinion that, in another ten years, at the present rate of increase, the number of victims would be more than 215,000. As a matter of fact, there has been an almost uninterrupted improvement since 1905, the number of passengers killed per million passengers carried being but one third of that of the year just named. He insists that government railways are always superior in safety to private ones, but fails to explain away the English record, nor does he try to reconcile with his dictum the contradiction afforded by the Belgian private companies. The fact of national temperament is not even hinted at.

Mr. Vrooman's main evidence as to the corruption of English railway management is an article by Mr. Herbert Spencer, published sixty-six years ago, based upon the well-known history of Francis, and referring to episodes of the railroad mania of the 'forties'.

His chapters on regulation are marked by as many defects as the rest of the book. For instance, in paying tribute to the Wisconsin Commission, he tells us, as others have done, how great

a feat that Commission has accomplished in working out a method for an accurate and practical approximation of the cost of any given railway service, but passes on without any indication as to how it is done. He condemns, in a sentence, the Sherman Act and the anti-pooling clause of the Interstate Commerce Act, but forgets to justify his condemnation. His evidence in favor of national control of capitalization is condensed into four and a half lines of the most general of statements concerning the effects of fictitious capitalization.

In conclusion, Mr. Vrooman's treatment of his subject is uncritical and unconvincing. Not only has he failed to make an adequate examination of the relative efficiencies of government and private operation, but also has entirely overlooked that important phase of the question which refers to the influence of state management of industrial enterprises upon the general efficiency of state government.

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Our Inland Seas. Their Shipping and Commerce for Three Centuries. By JAMES COOKE MILLS. (Chicago: A. C. McClurg and Company. 1910. Pp. xiv, 380. \$1.75.)

In spite of the wide-spread public interest in our various problems of railway transportation, there has developed within recent years a notable concern respecting our inland waterways as well. This has been marked by various phenomena of which the appearance of an abundance of literature, governmental and otherwise, dealing with numerous aspects of the inland waterways problem is one of the most important. At the very time when traffic on the interior rivers has been declining, the commerce of the Great Lakes has been increasing until both its enormous volume and the highly organized transportation system which effects its rapid and economical movement have attracted the attention of the civilized world. This whole matter has been the object of comment by various writers, but the number of readable publications dealing with the question in a broad and comprehensive manner is rather limited. It is because the writer of the present volume has attempted to fashion his book in the manner just indicated, and has succeeded so well, that his work may be regarded as a valuable contribution. In his own language, the purpose is "to show the development of the Great Lakes